ABSTRACT

An antiroll and anti-pitch device for a vehicle having four sets of at least one wheel provided in a two-by-two arrangement, including a central resilient element, two central actuating elements, four wheel actuating elements, and four wheel transforming elements. Each of the wheel actuating elements is associated with one of the four sets of at least one wheel and capable of providing a transmitting force determined by a vertical force to which the associated set of at least one wheel is subjected. The central resilient element is capable of opposing a force provided by a first of the central actuating element and a force provided by a second of the central actuating elements.